RTIP ID# RIV010208

TCWG Consideration Date March 25, 2008

Project Description *(clearly describe project)*
The California Department of Transportation (Caltrans) District 8, in cooperation with the Riverside County Transportation Commission (RCTC) and the City of Corona, proposes to replace the existing two-lane Interstate 15 (I-15)/Cajalco Road overcrossing with a new six-lane overcrossing, eliminating the gap on Cajalco Road. Caltrans is the lead agency for both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) for the proposed project. The project area is located in the City of Corona, along I-15. The I-15/Cajalco Road project area extends along Cajalco Road from Temescal Canyon Road to Bedford Canyon Road, and along I-15 from El Cerrito Road to 3,500 feet south of Cajalco Road.

The proposed reconstruction of the I-15/Cajalco Road interchange is intended to be fully compatible with and not preclude the construction of the planned junction of I-15 and the proposed Mid County Parkway (MCP) project. The MCP project is a major, limited-access transportation facility from I-15 on the west to State Route 79 (SR-79) on the east. The MCP project is currently in the Project Approval/Environmental Document (PA/ED) phase and is scheduled for completion in early 2009

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure existing interchange

County	**Narrative Location/Route & Postmiles** I-15 PM 36.64-37.19
Riverside	**Caltrans Projects – EA#** 08-0J610

Lead Agency: California State Department of Transportation

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern **(check one or both)** PM2.5 x PM10 x

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	CATEGORICAL EXCLUSION (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
x					

Scheduled Date of Federal Action: December 2008

NEPA Delegation – Project Type *(check appropriate box)*

EXEMPT	**Section 6004 – Categorical Exemption**	x **Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	10/2006	12/2008	03/2009	10/2010
End	11/2008	06/2010	06/2010	06/2011

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Accelerated growth and development in the vicinity of the I-15/Cajalco Road interchange and nearby areas of the City of Corona are projected to generate traffic volumes that would exceed the capacity of the existing interchange in the near future. At the current rate of growth, traffic volumes at the interchange are projected to increase by as much as 100 percent by 2035. Existing ramp-street intersections are currently operating at level of service (LOS) C and are projected to deteriorate to LOS F or breakdown conditions by 2035. The operational breakdown of the interchange would lead to increased congestion, longer commute times, increased energy consumption, increased air pollution, higher accident rates, and the operational degradation of the interstate and local arterials.

Accident rates at the existing exit and entrance ramps within the project limits currently exceed average rates, which are projected to increase as traffic circulation and egress and ingress maneuvers become increasingly difficult and more restrictive. The existing accident rate at the Cajalco Road northbound exit ramp is approximately 50 percent higher than the average rate for similar types of facilities. Broadside collisions account for 50 percent of the accidents at this ramp, followed by overturn at 33 percent and head-on collision at approximately 17 percent.

The safety of the traveling public and the mobility and the economic vitality of the area will continue to be impacted unless the I-15/Cajalco Road interchange is improved to adequately address the projected increased traffic demand.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The existing land uses within the vicinity of the project consist of residential developments, commercial structures, and agricultural fields. There are no large generators of diesel truck traffic within the project area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

LOS F, Total AADT = 176,700, Truck AADT = 8,835 (5 %), Year 2015, Along I-15

Volumes apply to no build and build conditions

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

LOS F, Total AADT = 208,000, Truck AADT = 10,400 (5 %), Year 2035, Along I-15

Volumes apply to no build and build conditions

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

No Build: LOS D/F, Total AADT = 24,800, Truck AADT = 496 (2 %), Year 2015, Along Cajalco Road

Build: LOS A/B, Total AADT = 24,800, Truck AADT = 496 (2 %), Year 2015, Along Cajalco Road

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

No Build: LOS F/F, Total AADT = 44,100, Truck AADT = 882 (2 %), Year 2035, Along Cajalco Road

Build: LOS A/B, Total AADT = 44,100, Truck AADT = 882 (2 %), Year 2035, Along Cajalco Road

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
See attached analysis.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The proposed project would increase the capacity of the Cajalco Road overcrossing from two to six lanes. East and west of the project interchange Cajalco Road is a four lane arterial. By eliminating the existing bottleneck the proposed project will improve traffic flow along Cajalco Road. As the proposed roadway widening is a gap closure project the traffic analysis (VRPA, March 2008) predicts that the traffic volumes along Cajalco Road would not increase over the no project conditions.

Particulate Matter (PM_{10} and $PM_{2.5}$) Analysis

The proposed project is within a nonattainment area for federal $PM_{2.5}$ and PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project is not a new or expanded highway project. The proposed project is an interchange improvement project that does not increase the capacity of I-15. This type of project improves freeway interchange operations by reducing traffic congestion and improving merge operations. Based on the *Traffic Analysis* (VRPA Technologies, Inc., March 2008), the proposed project would increase the capacity of Cajalco Road. However, the traffic volumes along Cajalco Road would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, as the project interchange serves a primarily residential area, the truck traffic percentage would not exceed the eight percent threshold for POAQC. The future traffic volumes along Cajalco Road are shown in Table A.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Analysis*, the proposed project would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables B and C.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, $PM_{2.5}$ or PM_{10} violation.

Table A: Average Daily Traffic Volumes (Total AADT/Truck AADT)

Roadway Link	2015	2035
Cajalco Road west of Bedford Canyon Road	7,700 (154)	10,800 (216)
Cajalco Road between Bedford Canyon Road and I-15	12,900 (258)	14,800 (296)
Cajalco Road between I-15 and Grand Oaks Driveway	24,800 (496)	44,100 (882)
Cajalco Road between Grand Oaks Driveway and Temescal Canyon Road	24,800 (496)	44,100 (882)
Cajalco Road east of Temescal Canyon Road	25,700 (514)	55,600 (1,112)

Source: VRPA, March 2008.

Table B: 2015 Intersection Levels of Service

Intersection		No Build		Build	
		Delay (sec) AM/PM	LOS AM/PM	Delay (sec) AM/PM	LOS AM/PM
1.	Bedford Canyon & Cajalco Road	13.8 / 19.6	B / B	7.6 / 12.2	A / B
2.	1-15 SB Ramps & Cajalco Road	52.1 / > 80.0	D / F	9.4 / 17.1	A / B
3.	I-15 NB Ramps & Cajalco Road	> 80.0 / > 80.0	F / F	3.4 / 7.0	A / A
4.	Grand Oaks Driveway & Cajalco Road	17.5 / 16.4	B / B	8.1 / 13.9	A / B
5.	Temescal Canyon Road & Cajalco Road	29.6 / 29.8	C / C	22.8 / 20.4	C / C

Notes:
LOS = Level of Service

Table C: 2035 Intersection Levels of Service

Intersection		No Build		Build	
		Delay (sec) AM/PM	LOS AM/PM	Delay (sec) AM/PM	LOS AM/PM
1.	Bedford Canyon & Cajalco Road	20.3 / 16.4	C / B	14.2 / 16.1	B / B
2.	1-15 SB Ramps & Cajalco Road	> 80.0 / > 80.0	F / F	16.7 / 19.6	B / B
3.	I-15 NB Ramps & Cajalco Road	> 80.0 / > 80.0	F / F	7.4 / 11.6	A / B
4.	Grand Oaks Driveway & Cajalco Road	24.6 / > 80.0	C / F	8.9 / 22.3	A / C
5.	Temescal Canyon Road & Cajalco Road	59.2 / 62.3	E / E	52.1 / 53.4	D / D

Notes:
LOS = Level of Service